

MOTOR RACING

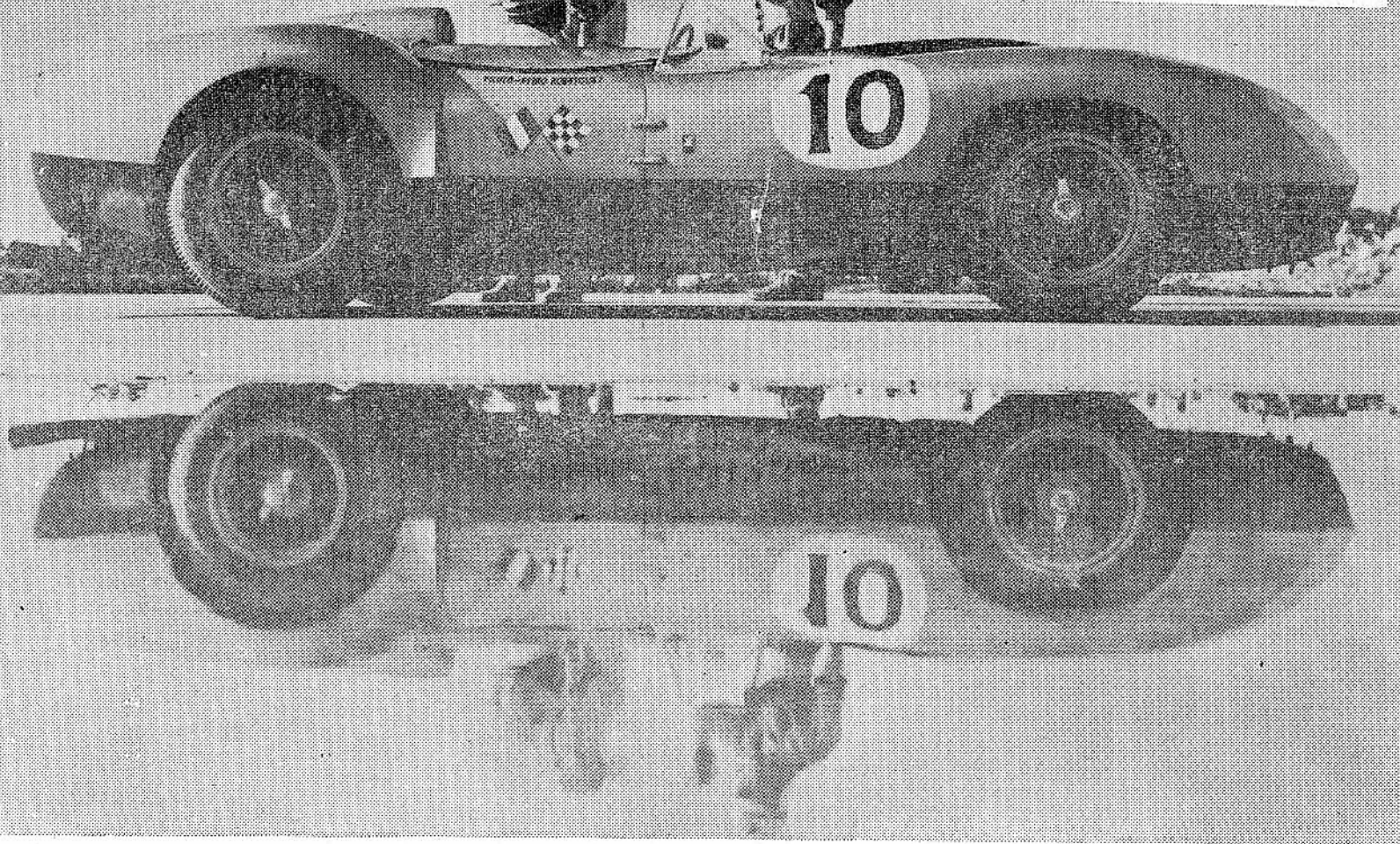
Vol. 4—No. 6—Culver City, Calif.

Jan. 9-16, 1959

(Published Bi-Weekly except last issue of Calendar Year) 15c Cheap



BIG PUDDLE following one of the squalls at the recent Nassau Speed Week races reflects the 3-liter Ferrari driven to 2nd place behind Lance Reventlow - Chuck Daigh, in a Scarab. Pilot at the wheel is Pedro Rodriguez, 18, who receives a good-luck hand sign from his younger brother Ricardo, 16. Giving instructions is Ingro. Salvador Claveria, head of the Rodriguez pit crew. This was the car Phil Hill and Olivier Gendebien drove to victory in the last 24-hour LeMans classic. (Photo by Bahamas News Bureau)



Vignettes

- ★ Acapulco Respite
- ★ Pros at Nassau?
- ★ Pedro and O'Shea

By Gus V. Vignolle

ACAPULCO, Mexico — After Nassau, a guy needs to recuperate and there isn't a greater spot on the face of the earth at this time of year than Acapulco.

Especially when you have at your disposal, fully equipped with servants, a 3-story mansion perched high in the hills overlooking the incomparable bay.

This is Calle Laurel No. 9, Colonia El Roble, Acapulco, Mexico. I am listing the address in case anybody wants to reach me. Honestly, I do not intend to come back.

This is through the courtesy of 2 gracious and wonderful people, Sr. and Sra. Pedro Rodriguez, parents of those sterling young Mexican racing champions, Ricardo, 18, and Pedro, 16.



TWO POPULAR figures at recent Nassau races were, Lady Greta Oakes, left, a driver herself who competed in a Berkeley, and Evie Crise, wife of Capt. Sherman (Red) Crise, secretary of the Bahamas Auto Club. (MotoRacing Photo)

This is dream stuff, nothing more, nada mas.

Trying to keep pace with the social whirl at Nassau was enough to cause a 2nd heart attack; that is why this feels so good — dreaming in the hammock on the 2nd-story terrace, blinking in the sun at the pool below and watching the ships sail into the harbor.

George Cary was here for the holidays last year. Just ask him if it ain't so.

I was a luncheon guest of those
(Continued on Page 3)

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MotoRacing Trophies To Be Awarded Jan. 17

More than a score of glittering trophies will be awarded Jan. 17 at the Grand Prix Restaurant to the high point drivers in MOTORACING'S 1958 Pacific Coast standings, as compiled by Eric Hauser, based on 22 SCCA and CSCC races from Seafair to Hour Glass and from Phoenix to Hawaii.

The top 3 drivers in each of MOTORACING'S 5 divisions will receive awards, with Englebert Tires sponsoring the Modified Over-2000cc trophies, Oilzum sponsoring the Production Over-

Hitchcock Takes Monza-Style Pro Race at Ascot

Lincoln Spl. Wins 2 of 3 Heats in RRR Feature

BY W. R. C. SHEDENHELM
MotoRacing Staff Correspondent

GARDENA, Calif., Jan. 1 — Bill Hitchcock, Long Beach Lincoln Special driver, took a 3rd place and two 1sts in the 3-heat, "Monza-style" pro-sports car races at New Ascot Stadium today to win the RRR main event. Ed Gray, in a Corvette, took 2nd overall with a 3rd and two 2nds, and Dean Green, in a Buick Special, was 3rd.

The most thrilling battle of the day's racing was during the 3rd heat, when Termite Snyder, in the ex-Ken Miles MG Special had a hub-to-hub duel with Gray in the big Corvette. After a dozen laps of being out-accelerated down the short straights and catching up through the turns, Snyder finally blasted by Gray and held the 3rd place spot for several laps. The frantic duel had overheated the little Special and Snyder dropped back to 5th, finally moving into 4th past Green's Buick Special on the last turn of the last lap.

T-Bird Fades

Bob Sagar, of Whittier, drove his brand new 1959 Morris Minor in the main event after he was unable to get a ride in a hotter car. Motoring around the course steadily, and finishing at the end of the pack in each heat, Sagar still ended up with enough points to tie with Parnelli Jones, whose powerful T-Bird Special had dropped out early in the 2nd heat with a broken front axle. Sagar was awarded 15th overall for finishing all 3 heats, and Jones was 16th.

The 3 50-lap heats were run on the 1/2-mile dirt oval.

Cars Throw Wheels

Twenty-five cars started the 1st heat, with only 11 finishing the 50-lap grind. Several cars threw wheels and Harold Gorman's Renault Dauphine flipped on the last lap. The 2nd heat
(Continued on Page 3)

USAC Road Race Title To Gurney

FINAL NATIONAL USAC ROAD RACING DIVISION CHAMPIONSHIP POINT STANDING

1 Dan Gurney, Riverside, Cal.	616
2 G. Constantine, Southbridge, Mass.	542.5
3 Kessler, Beverly Hills, Cal.	499
4 Meinhardt, Merrick, L.I., NY	402
5 C. Daigh, Long Beach, Cal.	400
6 Bonnier, Stockholm, Sweden	370
7 A. Markelson, New York, NY	359
8 Bill Rutan, Essex, Conn.	348
9 Robert Kuhn, Fairborn, Ohio	305
10 Bill Krause, Compton, Cal.	280
11 Jean Behra, Paris, France	240
12 Ginther, Granada Hills, Cal.	200
13 R. Saidel, Manchester, N.H.	190.5
14 R. Salvadori, London, Eng.	160
15 Bob Said, Miami, Fla.	138.5
16 Art Bunker, Kansas City, Mo.	120
17 Balchowsky, Hollywood, Cal.	120
18 Phil Hill, Santa Monica, Cal.	111
19 Pollack, Sherman Oaks, Cal.	100
20 Ken Miles, Hollywood, Calif.	80

1500cc trophies and Valvoline backing the trophies for Women's Competition.

Marque high point trophies will be presented by Hoffman of California for Alfa Romeo, by Harry Mann Chevrolet for Corvette and by Gough Industries for MG.

Several special awards, still a cunningly-guarded secret, will also be given at the no-host cocktail party which will start at 8 p. m. Trophies will be awarded at 9:30 p. m.

Car Builders Await Date of U.S. G.P.

Moran Seeks Reslating Of Sebring Race for Nov.

BY JULES DELANCEY

MotoRacing Staff Correspondent

SEBRING, Fla., Jan. 7—British and European manufacturers of Formula 1 racing cars, and Lance Reventlow, who is now building such a racer in Culver City, Calif., are still awaiting date of the world championship Grand Prix of the U.S., originally scheduled for this bleak outpost March 22 but since postponed.

Charles Moran, chairman of the Automobile Competition Committee for the US, officially has asked FIA in Paris to reschedule the race to a date next November.

More Time Needed

It is said the date change was made to ease shipping problems of European manufacturers and to make it possible for Reventlow to properly prepare his cars.

Reventlow leaves for Europe Jan. 10 to make arrangements for garage space for his cars. He will be gone about a week. Extremely tight-lipped, he would volunteer no information.

When will his Formula 1 cars be ready? "I don't know. Probably late this year."

How many of these cars will he make? "I don't know."

Have the Scarabs been sold yet? "No. You can't do anything over the holidays."

Enduro March 21

Vanwall and Aston Martin told Sebring promoters the March date was too early.

Still scheduled here, however, is the 9th annual 12-hour world championship sports car race of endurance, March 21. This is the only race in the US counting for the world sports car championship.

Installation Set by WSCC

Fourth annual dinner-dance for installation of 1959 officers of the Women's Sports Car Club, an invitational affair, will be held Saturday, Jan. 24, in the Satellite Ballroom of the Miramar Hotel, Santa Monica. The program starts at 7:30 p. m.

Installed at president will be pretty Ruth Doushness of Redondo Beach, first driver elected to head this active women's group since its formation. For the past 4 years she has been racing an MGTF, MGA, Triumph and Morgan. She drove a DeSoto in the last Mobilgas Economy Run. Her husband, Bill, also is a sports car driver.

Others to be in installed: Tommy Junior, vice-pres.; Barbara Dettman, rec. secy.; Kay Harding, corres. secy.; Betty Shutes, pubrel & press; Jan Troy, race coordinator.

Music for the program will be provided by Don Ricordo and his orchestra.

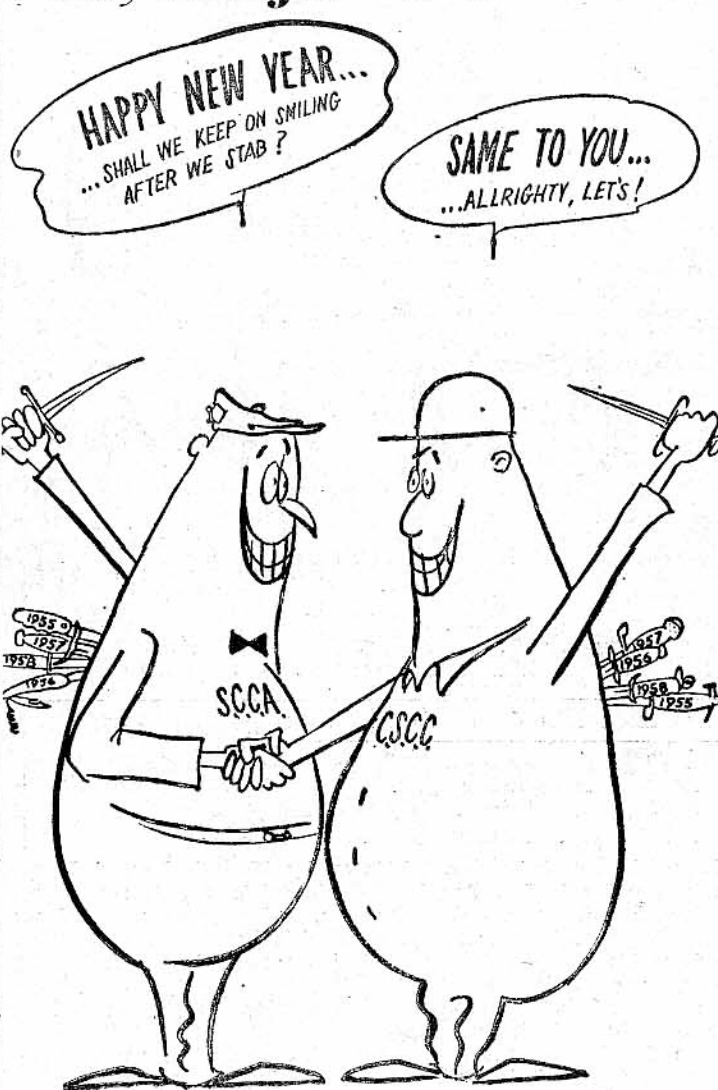


RUTH DOUSHNESS



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Viva, Amigo! ☆ ☆ By Stan Mott



IN THE NEWS

DETROIT SMALL CARS

DETROIT, Jan. 7—Automotive authorities report that both Ford and General Motors will start production of small, economy cars early in 1959, with Chrysler following suit later in the year.

AWARDS TO ROOTES

Henry Henkel, West Coast Sales Manager, Rootes Motors, Inc., announces that Rootes Group cars have won outstanding honors in the annual Motor Show coachwork competition sponsored by the 50 year old Institute of British Carriage and Automobile Manufacturers.

SEBRING ENTRIES

Franklin D. Roosevelt, Jr., Washington, D.C., foreign car distributor, is reported to be negotiating with the Fiat and Abarth

companies overseas to provide three factory-entered Abarth-Fiat racing sports cars for the ninth annual Sebring, Fla., 12-hour endurance race March 21.

RENAULT EXPANSION

The Renault Dauphine's West Coast distribution agency has purchased 4 acres of ground in South San Francisco for a second massive parts depot. The establishment of the new Depot is designed to keep pace with the record sales and increasing demand for the stylish, 43-miles-per-gallon French Dauphine. The John Green Corp. plans for Renault service to keep pace with its record sales, and stay ahead through maintenance of large and readily accessible stock piles of parts.

(Continued on Page 6)

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

AT THE PRESS PREVIEW of the new 11-turn, 1.4-mile Go-Kart track just this side of Azusa a week or so ago, a certain bearded journalist, who shall remain nameless, managed to flip a single-engined Go-Kart and land on his big, fat head. We were able to interview him in the pits immediately after the spectacular accident, while he calmly sipped a big orange drink.

"Say there, Speedy, tell the readers of MOTORACING just what happened out there on the track, will you?"

"Be glad to, Buster. Well, as everyone well knows, I'm a lead-footed throttle-bender from way back, see, and I came screaming down off the high Monza-type banking with my foot jammed into the carburetor. Now, this isn't as easy as it sounds, what with the carburetor being behind the driver's seat. I threw the Kart into a terrifying 4-wheel drift as I set it up for the treacherous Turn 9, my foot shoved to the firewall, which is also behind the driver's seat and therefore requires a rather unusual driving technique.

'Sheer Suicide'

"Just as I roared across the apex of the turn, my tires howling their song of limitless power, a less-experienced driver in a black Kart spun out of control directly in front of me. Now, mind you, I had the Kart flat out, blasting out of the turn at 6 or maybe even 7 miles an hour, and hitting the binders would have been sheer suicide. I threw the Kart sideways, killing some of my terrible speed in a great, hairy slide, and tried to nip by the madly spinning Kart. At the last fraction of a second he shot backwards across the course and caught my rear wheel with his tail. My Kart lurched and then hurtled a meter or more into the air, doing a slow roll. With my lightning-fast reflexes I switched off the ignition and turned off the fuel while in mid-air, and had just started to overhaul the steering mechanism, when the Kart landed upside down on top of me with a horrendous crash."

He casually flipped his cigarette into another driver's gas tank before going on.

"You'll have to excuse me now. The mechanics have another car ready and I want to do a few unbelievably fast laps just to make certain that this terrifying experience hasn't made me lose my nerve."

And, so saying, he leapt into a silver Go-Kart, blasted away down the main straight with an ear-shattering roar and disappeared out of sight around the first turn.

Knowledge Is Power

We quote from "The Book of Forbidden Knowledge," published by Johnson Smith & Co., wherein is a section entitled, "Secrets of Black Magic Revealed," and a sub-section entitled, "When a Person Has Imbibed Too Much." Take fungus of a linden tree, one-half quart of old wine, one-half quart water, pour the latter on the fungus, let it draw for 24 hours and drink mornings, noons and evenings thereof, one teaspoonful.

Fire Away

While the Benedict Canyon fire did not quite reach Lance Reventlow's house (it wouldn't dare), it did seriously threaten to do so for awhile. There was quite a hectic evacuation scene

up on Davies Drive, with Lance and Bruce madly shoveling money into moving vans. When the last truck had roared away down the canyon, they pushed the rest of the money into the swimming pool with a bulldozer.

The only injury occurred when Lance lost his balance and fell off a stack of \$10 bills. Luckily he landed on a pile of gold pieces and only received a minor E PLURIBUS UNUM of the bazoo.

MOTOR RACING

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Gus Y. Vignolle

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ROADTESTING JAPANESE CAR:

Datsun Proves Top 2nd Auto

Our road tests of the new Datsun 1000 sedan in Los Angeles traffic and on the freeways showed the Japanese import to combined sports car-like handling with very good fuel economy. We managed to get about 35mpg and probably could have attained the factory-claimed 40mpg on the open road. This, combined with the 75 mph top speed, makes the Datsun an excellent 2nd car which could be taken on a longer trip with little of the worry often associated with the lighter imports.

The Datsun we drove, loaned

to us by Glenn Nelson of Jay Chamberlain's Burbank showrooms, had extremely good forward vision, strikingly noticeable after 6 months in the 1948 GT Hudson. With a 4-speed column shift (backwards pattern a la Hillman) the Datsun bats along through traffic at a good rate, remembering that the engine is only 1000cc.

The only real inconvenience we found was the position of the emergency brake, to the left of the driver's seat. We managed to snag our pant's cuff nearly everytime we got out.—wrcs

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LETTERS TO EDITOR:

ON MONEY AND PHAROHS

WHAT DOES HE LOOK LIKE? I have read many times in MOTORACING about Temple Buell, the wealthy car owner, but I have never seen a picture of him. Please, what does he look like?

DOYLE B. FENMAR
DENVER, COLO.

EDITOR'S NOTE—In this "Letters" section you will find latest photo taken of Temp Buell, who is quite a big fellow.

PHAROAH DEFLATING
Enclosing is check for another year of MOTORACING for myself and a new subscription for Mr. Silverstone Healey, Seattle 16, Wash. Good hunting and happy Pharaoh-deflating to you for 1959.
Jock O. Thompson
Milton-Freewater, Ore.

ON RACES AND RALLIES

After much controversy, SCCA has finally resolved that it will be an amateur club, its members to remain amateur by accepting no prize money, no expenses, and by filing a statement before competing to the effect that they intend to uphold that amateur status in the aforesaid manner. So be it!

It would seem, however, that the left hand knoweth not what the right hand doeth. With the advent of an international competitive event which is offering \$10,000 first prize, sponsors who pay expenses and entry fees, and what have you, all our good resolutions and spirits of the rule have been buried like an old bone. The one legal, technical 'OUT' being the difference in the word "race" and "rally."

Our non-racing members (and I like to rally, too) have worked long and hard to establish a circuit of national rallies and a system of National Rally Championship Points. This is equitable. Those members who do not care to race their cars should have a form of competition in which to gain recognition, because, after all, SCCA was never intended to be exclusively a racing club. It is a fact that the competition (racing) drivers are the minority.

THIS IS NOT EQUITABLE—that such a fine line should separate right from wrong. A competition driver (race) loses his license for accepting prize money. What does the competition driver (rally) lose—his membership? his national points? his right to run any rally for a year? You tell me, Gus!

Mrs. Patsy Randle
Member, SCCA
Newcastle, Wyo.

EDITOR'S NOTE—Rules have been altered slightly since this letter was written and the rally was cancelled—but we think this is an excellent letter.



ONE OF Top US wealthy sports car owners is Temple Buell, left, shown at the last Palm Springs races with Carroll Shelby, who frequently drives for him.

STRESS ON SAFETY

Thank you so much for giving such good coverage to my letter on Laguna Seca. I sincerely hope it may accomplish its purpose of getting all sports car clubs to tighten their safety regulations, particularly regarding the safety of the driver.

In future, I will be working with Jim Troy on the tech inspection crew for SCCA races and will do all I can to make everyone more safety conscious. Half the job of each safety inspection crew is selling the contestants on the idea that safety rules are for their protection. Jim is doing a fine job for SCCA. Thanks again.

Dick Todd
Pomona, Calif.

PRODUCTION INTEREST

Since everybody is complaining lately, I would like to put in my 2 bits.

There was no mention whatsoever in your last 6 or 7 issues about production races. Since you always advocate you were for the little guy, I was a little surprised to note your complete indifference to our effort and successes. I know that due to your health you were not able to watch too many races lately, but I can guarantee that the production races have been the highlights of the day on many occasions.

For instance, the interest the people showed and the thrill they got out of watching the inch by inch fight of Lew Spencer in my Morgan and Ronnie Bucknum in the Porsche 1600. This certainly created more interest than watching McAree walking away all by himself with no competition. But not a word has ever been said. I would like to specify that I am talking as a race enthusiast and not as an advertiser.

Worldwide Automobile Import, Inc.
Rene Pellandini, Pres.
West Los Angeles, Calif.

EDITOR'S NOTE—You are right. Hereafter more on the productions.

500 PROBLEMS

I can think of a lot of reasons for not going to Palm Springs, no matter who runs the race. For me

personally, it is over 500 miles away, and that settles that! When I was in the L. A. area, however, I heard plenty of objections to Palm Springs races, and observed a few myself.

1. The course is not very good. A drag strip with corners sort of thing. This makes it very dull driving in a small car.

2. Food and lodging are terribly high priced. This may not bother you expense-account types, but for us who have just sunk a mint into the car and still hurt, this is a factor.

3. The traffic to and from the course on the single two-lane road is enough to convert a sane man to insanity.

4. If the usual wind is flinging the usual sand about, the modified cars running without air cleaners have to strip the engines to remove the sand, and possibly replace parts. No kidding. This even bothers the hired-mechanic class when there is a race the next weekend at a good course like Laguna Seca.

For these reasons, the 500cc Club did not intend to compete at Palm Springs, and had asked to be omitted from the program. On the same notice as RRR received, however, they mustered some cars to help out. Speaking of RRR, it seems that they have been a lot nicer to the big clubs than vice-versa. I hope the big boys remember the favor when entries aren't so slack.

The story at Laguna Seca was a bit different. Seads of spectators, at \$2 a head on Saturday and \$3 on Sunday. A \$25 entry fee, and no fuel supplied for the 500s. They must be trying to pay off the course this year. One of the SCRAMPS directors was reported to be peeved with the 500s because the only accident at the last meet was a 500. I wonder how he feels now toward MGA, Triumph, Morgan, Mercedes, Jaguar, D-B, and Ace?

Incidentally, a direct result of the Formula 3 car flip was a change in 500cc club safety regulations. Aircraft quality locknuts are no longer acceptable in the steering joints. The same nuts flying in every American plane are not satisfactory, and must be replaced by properly cottered castle nuts. I understand that some drivers didn't get the word, and had to drill and cotter to pass tech.

Cliff Heseltin
San Jose, Calif.

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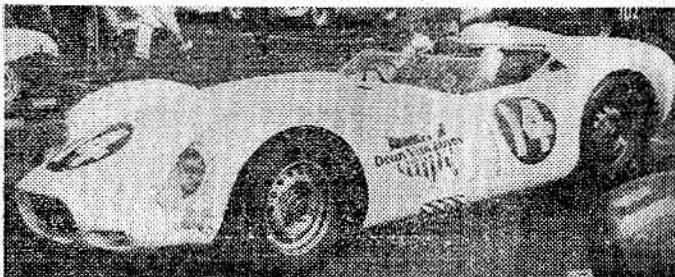
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Vignettes

By Gus V. Vignolle

YOU LEARN THINGS WHILE
RELAXING AT ACAPULCO

(Cont. From Page 1)

2 Mexican racing aficionados, Jorge Rosado and Jorge Labardini. They were a trifle "crudo" after a party the night before.

Modified V-8 Juice

Ordered Labardini: "I'll have some modified V-8 juice, and please tell your WRC Shedenhelm about this." Rosado said: "Same here." The belt, natch, was a Bloody Mary.

Earlier, in Mexico City, these 2 fine caballeros drove me over the fabulous new road racing course at the autodrome, only a few minutes from the heart of the city and not far from the airport.

The course is fantastic — and more on this later. They had planned to stage the 1st race last November, but they decided to wait for the inauguration of the new president, Adolfo Lopez

★ ★ ★



NOW DIVORCED — John and Eleanor von Neumann, well known in road racing circles, are shown in happier days. Shot was taken after John won in Ferrari at Avandaro, Mexico, in 1957.

★ ★ ★

Mateos. Now, the opener is planned for February.

Learned a few things: Enrique Martin Moreno, who never won any popularity contests in Mexico, was denied permission to stage his big rally late last year. And I asked Labardini about a big race that had been planned for Acapulco. He said it was the brainchild of a gent named Solana, who found he could make no progress because the hotel people here are too tight-fisted when it comes to putting up some scratch to back the project.

There were no new developments on the projected revival of the Mt. Rebecca Hill-climb, at one time quite a notable event in this terrific resort city.

Cuevas Smart Boy

The news reached me here that Eleanor von Neumann had been awarded a divorce and \$1,500,000 share in community property from Johnny. She was awarded the family home and stock in Competition Motors, valued at \$1,500,000. . . . At Nassau, Lady Greta Oakes, wife of Sir Sydney Oakes, president of the Bahamas Auto Club, said she wished she had raced her Healey instead of

★ ★ ★



AMONG THOSE in the pits at Nassau races were, left to right, Pedro Rodriguez, father of the 2 racing youths; Johnny Cuevas, Miami, leading Porsche Carrera driver, and I. W. (Steve) Stephenson, long-time race follower, driver and car fancier.

(MotoRacing Photo)

★ ★ ★

the Berkeley. She was often in company of Evie Crise, who turned in another great job of trying to satisfy drivers, officials, press, etc. . . . Another break in the Bahamas was meeting that top Porsche Carrera driver, Johnny Cuevas, of Miami. Many have wondered why he never graduated to the Spyder. He explained it simply: he could never fit properly into the Spyder (he's on the slender side), so he decided to stick with the Carrera. And he did fine all season. Smart. . . .

JD: What's with the VK story? That amateur razzmatazz is all through at Nassau. The thing was lusterless this year. . . . so write this inside your hatband: late in '59 there will be a \$20,000 purse and \$5000 in starting gelt. . . . that, or it will be completely amateur; if so, very few words will go out of Nassau. You need names, big names, Red. . . . or you'll have a Mickey Mouse show, in which case include me out.

Honest Injun: somebody called me up in Mexico just to tell me the Cal Club bank acct. was real, real low — and that may-

Hitchcock Winner

(Cont. From Page 1)

started 17 cars, all but one, Jones' T-Bird Special, finishing the event. The only one of the 16 starters in the final heat to drop out was Bart Haskell, whose MGA threw a wheel on the 40th lap.

SUMMARY: Course .5mi. Record sprints car lap, 22.02. Fastest qualifying lap this event, 25.34, Parnelli Jones, T-Bird Sp.

RACE 1 — TROPHY DASH: 4 laps, time 1:48.59. 1) Ed Gray, Corvette; 2) Wm. Hitchcock, Lincoln Sp.; 3) Dean Green, Buick Sp.

RACE 2 — WOMEN'S RACE: 6 laps, time 3:11.16. 1) Hila Paulson, Jag.; 2) Doris Brantley, Arnolt Bristol; 3) Bonnie Bosley, MGTD.

RACE 3 — MAIN EVENT: 3 heats, 50 laps each. Times 24:34.30; 23:44.84; 24:57.80. HEAT 1: 1) Parnelli Jones, T-Bird Sp.; 2) Ed Gray, Corvette; 3) Bill Hitchcock, Lincoln Spl.; 4) Dean Green, Buick Spl.; 5) Carl Grassman, Arnolt Bristol. HEAT 2: 1) Hitchcock; 2) Green; 3) Gray; 4) Grassman; 5) Don Ray, Corvette. HEAT 3: 1) Hitchcock; 2) Ray; 3) Gray; 4) Termite Snyder, MG Sp.; 5) Green. TOTAL POINTS: 1) Hitchcock; 2) Gray; 3) Green; 4) Snyder; 5) Ray; 6) Grassman; 7) Bart Haskell, MGA; 8) Jack Murphy, Volvo Sp.; 9) Jim Neiland, MGA; 10) Warren Wardell, A-H.

be the LA SCCA had more bux in the bank than their once-rich rival. . . . A treat at Nassau was again seeing Paul O'Shea, the erstwhile top Mercedes driver. He is now with Studebaker-Packard, and his bosses might be interested in knowing that he is doing a great public relations job for the firm. Everybody likes Paul, about as personable a guy as you'll meet in this dodge.

Team: Paul & Pedro

Here's a little scoop: Pedro Rodriguez, who did so well at Nassau, will be teamed with O'Shea in the 3-liter Ferrari at the 12-hour Sebring enduro next March. This is an excellent team for the 250 Testa Rossa.

And they say van Hanstein wants Ricardo to race the Porsche RS factory job at Sebring. Papa Rodriguez and Ricardo were both anxious that the latter would be able to team up with Eddie Crawford. This would be terrific. Eddie, however, during the last year has been taking a strong liking to bigger cars. But, brother, the guy can steer a Porsche. His duels with Ricardo at Nassau in 1957 were sensational.

All of this is contingent, however, on what they can work out as far as the insurance problem is concerned. The age limit barred the kids last year. . . . and they're working on that big problem now. Everybody hopes they lick it.

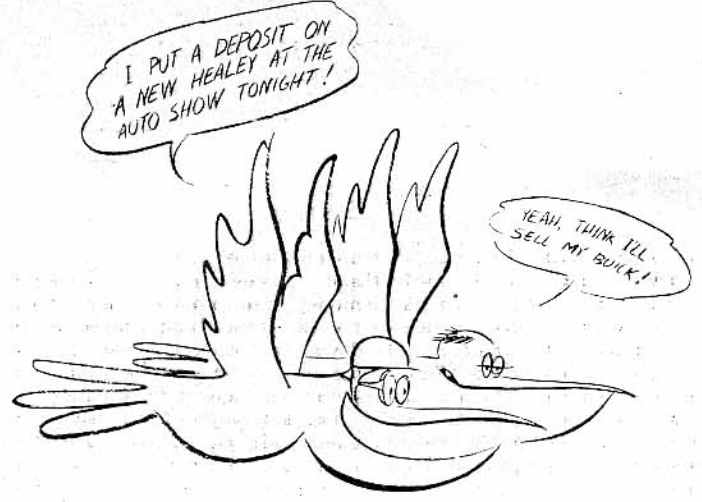
O'Shea called me at Acapulco from South Bend and said Paul Layman is having a lighter Corvette-Saddler Spl. built in Canada and that it should be ready for Paul to drive by next month.

Break for Steve

The big race in Cuba is probably off. Most of the lads were hopeful of making it next month, but now everything is up in the air. They're wondering if Fidel Castro is race-minded. Batista has other things to worry about in the Dominican Republic. . . . The best trophy that Pedro Rodriguez, Jr., took from Nassau to Mexico City was NOT made out of silver. This boy is sharp. . . . hep!

SPORTS CAR-TOON

by STAN MOTT



Calif. Imported Car Registrations

NEW IMPORTED PASSENGER CAR REGISTRATIONS (Jan. thru Sept., 1958)

	Calif. No.	So.
1 Volkswagen	11257	5531 5726
2 Renault	6095	1939 4156
3 Fiat	4279	1667 2612
4 Volvo	3933	1242 2691
5 Triumph	2948	1058 1890
6 M.G.	2884	1047 1837
7 Hillman	2628	1012 1616
8 English Fords	2608	1366 1242
9 Opel	2559	897 1662
10 Simca	2441	1354 1087
11 Borgward	1545	676 869
12 Vauxhall	1110	466 644
13 Morris	1104	469 635
14 Austin Healey	955	379 576
15 Jaguar	630	226 401
16 B.M.W.	629	261 365
17 Porsche	608	244 361
18 Peugeot	605	217 388
19 Mercedes Benz	558	217 341
20 D.K.W.	511	153 358
21 Goliath	363	203 160
22 Alfa Romeo	333	154 179
23 Sunbeam Talbot	242	109 133
24 Austin	187	76 111
25 Citroen	172	24 148
26 Lloyd	148	67 81
27 Taunus	112	42 70
28 Berkeley	104	38 66
29 Toyopet	87	32 55
30 Panhard Levassor	38	11 27
31 Gogomobile	36	9 27
32 Morgan	30	18 12
33 Rover	27	17 10
34 Rolls Royce	24	11 13
35 Lancia	16	8 8
36 Aston Martin	13	4 9
37 A. C.	10	4 6
38 Jensen	10	8 2
39 Riley	10	10 -
40 Datsun	9	1 8
Misc. (7 or less each)	60	16 44
Totals	51918	21286 30632

NEW BUS REGISTRATIONS (Jan. thru Sept., 1958)

	Calif. No.	So.
1 Volkswagen	1002	520 482
2 Fiat	325	162 163
3 G.M.C.	255	58 197
4 Crown	104	36 68
5 Ford	97	35 62
6 Gillig	66	54 12
7 Chevrolet	54	19 35
8 International	46	20 26
9 Goliath	13	5 8
10 White	12	4 6
11 Dodge	5	1 4
12 Lloyd	4	- 4
13 Flxible	2	- 2
Totals	1988	917 1071

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HAPPY NEW YEAR!

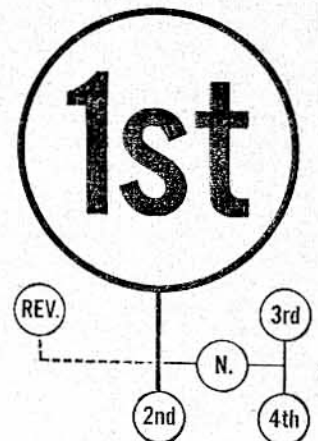
Cal Club Votes On New Pharaohs

Ballots for the 1959 Board of Governors of the Cal Club are now in the mail to all members. The 4 new nominees, selected by the nominating committee, are Josie McLoughlin, Lance Reventlow, Jack Nethercutt and D. D. Michelmore. The 4 incumbent nominees are Bill Pollack, Joe Weissman, Curt Warshawsky and Ed Freutel. Space is left on the ballot for write-in candidates, with Dr. William Molle being the only strong contender. CSCC members will vote for 6 of the candidates.

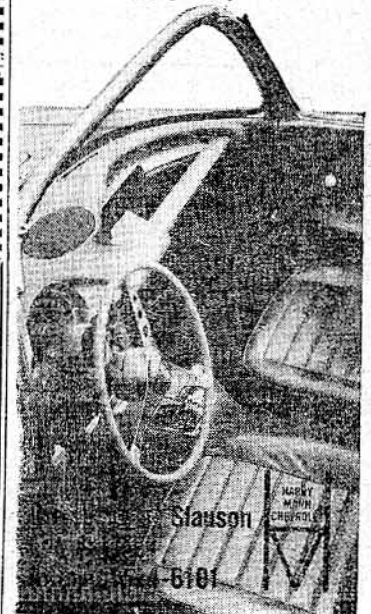
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Maintenance Topics

By BILL RUDD

Noted Racing Mechanic and Tuner

The season is over, the din of exhausts and the squeal of tires are over—until the new season starts.

The past year saw some good racing, and, surprisingly enough, the special was a dominating race car. It seems that General Motors, plus brains, have out-inched us all to dominate production and modified racing and left some with our shirttails out.

The scene went from small, handy race cars to big, handy race cars, and never before did so much equipment rise to fame and become antiquated in so short a time as in 1958.

Lots of Hard Work

A lot of good lessons were taught during the year, and I hope that the coming season will show the results of them. Many hours of hard work go into a

race car for each minute it is on the track, as you all well know, and keen preparation was what really paid off in just about all the successful racing last year.

The pit crews were there, ready and qualified workers, and enough spare parts were brought. Enough practice time, however, was not to be had for ironing out the problems that always beset a car on race day. A few could practice during the week, but only the full-fledged Equipe could do this, and they usually were the ones to do well.

More Good Racing

I sincerely hope this new season brings more good racing, more practice time — well-controlled, that is—and, all in all, good clean sport.

And for the remainder of this season—Happy New Year and God bless you all.



San Francisco Newsletter

Dear Gus

By TOM WILSON

SCRIBE RECALLS HIGH
AND LOW POINTS OF '58

The lull in sports car racing, during the winter, is the season to take stock and recap the past season. Regardless of whether you subscribe to the "Steady State Theory" or the "Cosmic Evolutionary Theory," certain pertinent facts were made very evident during the racing activities of the past year. It might be well to pause in this mad scramble and take stock of "whither goest thou." Let us review the high and low spots of the past sports car racing season.

In our estimation, the high point in publicity and promotion was the November race at Riverside. At the same time, this event was a fiasco from the viewpoint of the seasoned racing fan. The big names fell flat on their faces and the car mortality was terrific, indicating that a bunch of old dogs were resurrected to fill out the field and give the USAC drivers an opportunity to ride roughshod over a bunch of punk amateur drivers. But it proved otherwise and the same familiar faces, that we have always taken too much for granted, ran off with the loot.

The spectators' traffic control was criminal, the food concession was atrocious and the sanitary facilities left a lot of guys broken-gaited and full in the face. Outside of these small details, the cash customer got a pretty fair shake. That Riverside course is just not designed for the spectator; he has a one-turn field of vision and they are not about to put in an adequate public address system to keep him informed on how many laps Chuck Daigh is now out in front.

Terrific Buildup

But that publicity and newspaper buildup was terrific and the lambs turned out in droves. They went home disillusioned and whether they will return is a question. Those Mickey Mouse helmets worn by Salvadori and Bonnier added little to their glamour as international race drivers. In fact, we understood that the Cal Club had endorsed and required the Snell Foundation helmets for all their sanctioned races; or were they overawed by the USAC nameplate? The Cal Club would do well to unload that USAC crowd and take over that deal on its own. But by all means hang on to that newspaper "charity" deal.

Probably the next big development of the year was the attempted invasion of No. Calif. by the Cal Club. After that financial debacle at Minden, the patron saints pushed aside the elected officers, moved in and took over to show the newer generation how it should be done at Laguna Seca. With no tech inspectors, no pit marshals and no Long Beach MG Car Club to do their dirty work, it was pretty much of a debacle.

Then the drivers got out of hand, as is their wont if you give them enough rope, and before long all hell had broken loose. Luckily and thankfully, all hand survived but we have a hunch that we haven't heard the end

of that deal yet; the mills of the gods grind slowly, etc.

There is still a rumble up here that SCAMP is again interested in the Cal Club but that is merely pressure propaganda to lure the San Francisco SCCA into a smaller bite for sanctioning costs. Another thing to remember is that Phil Hill and Carroll Shelby will not be available in the spring and cannot be billed to appear for this race, if that makes any differences to the publicity.

The SF Revolt

In National sports car circles the big news was the revolt of the SF Region of SCCA over the pro-amateur issue in sports car racing. After a prolonged session of issuing edicts and mandates, both sides were at a stalemate and trying to decide on their next move. About that time the new area governors form-of-rule went into effect. This saved the day and a lot of faces because these boys listened to reason and appeared anxious to bring the SCCA up to date and well informed on the status quo of American Road Racing. They moved the western boundary of the SCCA to Denver and were even cognizant that there may even be some territory further west. For many years the western boundary was the Hudson River; then it moved to Chicago, St. Louis and now to Denver. "Westward the Flow of Empire, etc."

The way things stand, at present, SCCA will hold still for cohabitation with the pros and the compromise saved a lot of faces and several thousand bucks in dues but the drivers are still meaning that they should be allowed to pick up a few bucks at the races. Faced with but two pro races on the West Coast, it will be mighty slim pickings even if they turn pro. Another thing, where will you find a big influential, wealthy newspaper to sponsor your races? Take another bite out of the sponsors and next year the boys will be playing games such as the Auto-cross in the big lot behind Montgomery-Wards.

Gus, I understand the Chicago Region is laying low until the smoke clears at Meadowdale. The millennium did not arrive with these new private courses and here is a deal that you would do well to follow up. You missed it on the serve but would do well to catch it on the rebound. Renfro Kilburn tells me that it was more of a debacle than Laguna Cal.

With best regards,
tom wilson

RACE CALENDAR

JANUARY
31-Feb. 1—Pomona road races, CSCC.
Pomona fairgrounds.

Laxative bitters should never be used in mixed drinks.

Johnny Lail

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Rally 'Round



With Duane and Jerrie Sparks

We expected repercussions from our fellow rallyists in No. Calif. as a result of our comments while reviewing Gene Hammond's new book THE SPORTS CAR RALLY HANDBOOK in a recent issue of MOTORACING. You see, Gene Hammond is widely recognized as one of the leading rallyists in that area, and yet in his new book, just off the press, he says nary a word about such necessities as counters, tire expansion factors, etc.

We commented that maybe Kodak timers were accurate enough for the Bay area, but down here we have to be EXACT. Sure enough, along came a letter from Lloyd Johnson, the recognized tire expansion authority of No. Calif. competitors, who takes us to task as follows:

Dear Duane and Jerrie:
"Through no fault of your own, I believe you have under-rated the quality of Bay Area rallies with your statement. Hammond's methods and equipment as described in his book are apparently adequate for competition in the Bay Area. Nothing could be farther from the truth, and even Hammond does not use the equipment and methods described."

"An inspection of the leading competitors' cars before any major event will disclose the same sort of equipment as one might find at the start of any So. Calif. event; fine chronometer type watches, electric counters, 1/1000th mile mechanical counters, binary and atlas computers, Michelin X tires, etc. The winning scores on a few of our championship events this year were as follows: Alpine Rally, 23 seconds for 7 check points; Golden Gate Rally, 31 seconds for 7 C. P.s.; Stuttgart Safari, 28 seconds, 7 C. P.s.; Bay Area Rally, 32 seconds, 11 C. P.s. These rallies all contained numerous navigational problems which could not even be used on your championship rallies in compliance with your rally code. The Golden Gate Rally had some 85 to 90 speed changes and at least 15 of them were on the basis of elapsed time or mileage rather than at fixed geographical locations."

"For 1959 we have made numerous improvements in our Championship Rally Code and we can look forward to even more accurate and better planned events. I received your 1959 Championship Rally calendar and I was glad to see the lack of conflicting dates with our championship rallies, and anything that you might have had to do with bringing this about is certainly appreciated. Some of us would like to run some of your rallies and this makes it possible."

Happy rallying,
Lloyd Johnson
3250 Laguna
San Francisco,
California

Well, what's your explanation of Gene's omissions then, Lloyd? Did he write the book over a period of years and just forget to bring it up to date with the refinements now being used, or what? It's still an excellent book, containing many pointers of interest and value to every devotee of the sport.

After our annual respite from the weekly rally program we follow all year long, we are about to start on the trail for the 1959 season. It has been at least 3 weeks since the last navigational rally in this area, so everyone should be more than ready for the fine events coming up during the rest of this month — topped off of course by the January championship rally, the Rallymasters' MARK I on Jan. 25.

Before we really get into the

FOR REALLY CLEAR SIDE CURTAINS

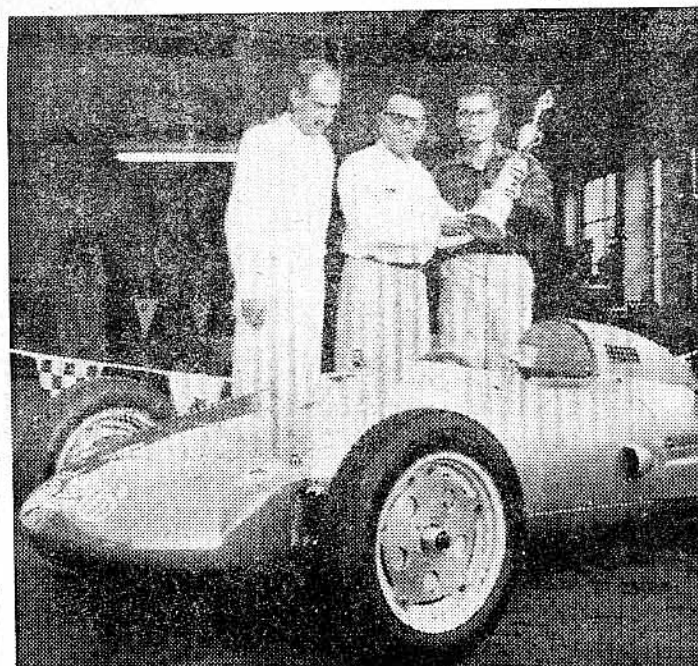
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CHUCK NERPEL'S homebuilt Formula III Andree Special won best-of-show trophy for the second consecutive year at the Grand Prix Concours of the 500cc Club of America. Presenting the trophy to Nerpel (center) are regional president Ellis Pilgrim and Concours organizer Les Schlom.

1959 season, there is a little piece of unfinished business left over from 1958 — that is the presentation of Championship trophies for best performance on 1958 championship events to the top 10 drivers and navigators. This shindig will take place Jan. 17 at Ted's Grill, 3061 Sawtelle Blvd. dinner at 8, all are welcome. Call L. G. Bacon, CR 5-0926 for reservations. Tickets will be available at SCCSCC meeting Jan. 8.

Driver Tom Higgins and Navigator Doug Deary, driving an Alfa Romeo, won the 1958 So. Calif. Council of Sports Car Clubs rally championship.

Rallies

JANUARY

- 11—San Gabriel Valley FCCA El Primero del Ano IV—an SCCSCC open event. 8 hr. nav. 8:30 a.m. Almansor and Valley Shopping Center, Alhambra. Post Entries \$3.50 Bud Fisher AT 4-8835 eve.
- 11—SCC of Spokane, Wash. The Mount Spokane Rallye—a Wash. championship event. 12 noon at 2216 NW Blvd., Spokane.
- 11—Long Island SCA All Weather Rally 1 p.m. New Nassau County Court Hse., Washington Ave., Mineola, N.Y. Course covers 60 miles. \$3. The Spences, Curtis 5-9512.
- 18—AHOC Desert Romp—6 hr. nav. 8 a.m. Hody's at Ventura and Sepulveda, Sherman Oaks. Trophies members, guests, and Non-Nav. Reno Lawrence EX 4-6248.
- 18—Arcadia SCA Janus Rallye II—5 1/2 hr. nav. 8 a.m. Hinshaw's in Arcadia. \$2.
- 25—Rallymasters Mark I—An SCCSCC championship event. 6 a.m. Stonewood Restaurant Firestone and Lakewood Blvd., Downey. 8-9 hrs. \$6 Post Entries. Tip Gruver UN 4-4524.

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4.9 FERRARI — Driven by Dan Gurney to 2nd at Riverside, Nov. 17, 1957 . . . 1st at Paramount Ranch, Dec. 8, 1957 . . . 1st at Palm Springs, April 13, 1958 . . . 2nd at U. S. Grand Prix at Riverside, Oct. 12, 1958 . . . etc., etc.

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Party Calendar

JANUARY

- 10—SCCA, L.A. Reg., annual awards dinner, Colonial House, No. Hollywood. Info: ST 4-3117.
- 16—CSCC awards cocktail party, Grand Prix Restaurant, No. host, \$1 admission. Info. NO 1-3312.
- 17—MOTORACING's Pacific Coast championship awards cocktail party, Grand Prix Restaurant, No. host. Info: HO 4-1557.
- 17—So. Calif. Council of SCC Annual Awards Dinner, Ted's Grill.

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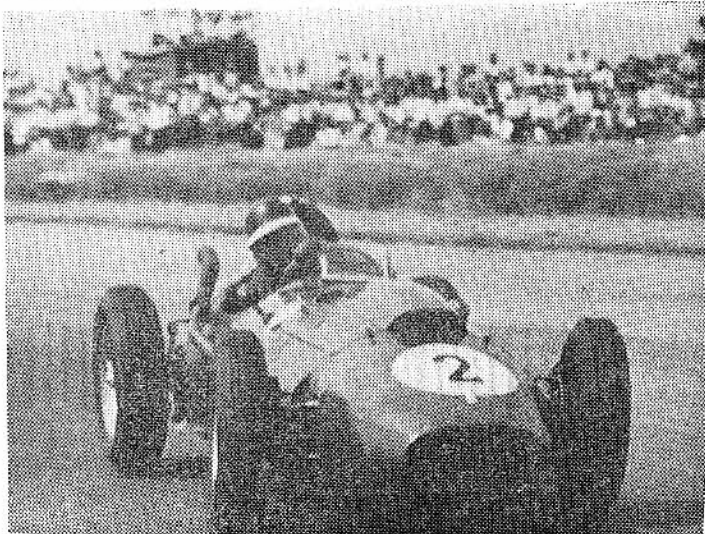
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AT SPEED — Here is Briton Mike Hawthorn, 1958 World's road racing driving champion, posting the fastest lap in last season's Grand Prix of Great Britain. Since his retirement last month, he has agreed to be a "stand-in" driver for Donald Campbell in his projected land speed record bid. The record bid on the Bonneville, Utah salt flats, will be to top 400 m.p.h. in a turbo-prop car named "blue-bird."

(Photo by Henry N. Manney III)



FAST COMPANY for Col. Bob Trembert, left, & Skip Conklin in the person of Stirling Moss, center, who stopped off in Los Angeles on the way to win the Australian G. P. Moss attended a dinner in his honor held by the Long Beach MG Club.

FROM MOTORACING FILES:

Resume For '58 Listed

Like all other sports, motor racing (and rallying, too) had its high spots and low spots during an action-crammed 1958.

Following are the year's top news stories on the international, national and local fronts—taken from the files of MOTORACING:

Jan. 10-17 . . . Dwindling gates and financial losses bring Cal Club and LA SCCA together — they announce they will get together on dates & sites . . . Phil Hill signs to drive Formula 1 and sports cars for Ferrari . . . SCRAM announces it has rejected bid of Cal Club to stage races at Laguna Seca and will stick with SF SCCA . . . John Edgar announces Dan Gurney will drive for him, joining Carroll Shelby, and that he will not race his cars except for money.

Jan. 24-31 . . . With the Maserati factory out of racing, the report came from Buenos Aires that Juan Manuel Fangio would race an independently-owned Maser for Temple Buell during 1959 . . . National rally program was announced by SCCA at its annual meeting . . . Stirling Moss won the Argentina Grand Prix in a Cooper Climax . . . Walt Hansgen won the first SCCA National race in a D-Jag at Miami . . . Volkswagen swept the 10,000-mile, 19-day Mobilgas Round Australia Trial.

Feb. 7-14 . . . A 1st and 2nd in two heats won the Buenos Aires GP for Juan Manuel Fangio, Maserati . . . Lee Baker installed

as new prexy of Women's Sports Car Club . . . Ed Walsh, St. Louis, elected National prexy of SCCA.

Feb. 21-28 . . . Richie Ginther, Ferrari, and Jack McAfee, Porsche, won the CSCC features at Pomona . . . Richie Siefried, Merc-Kurtis, won the Triple-R feature at Willow Springs . . . Ricardo Rodriguez, Porsche RS, won at Guadalajara, Jal., Mexico.

March 7-14 . . . Anti-Government forces in Cuba kidnapped Juan Manuel Fangio as Stirling Moss won in a Ferrari and 5 were killed and 35 injured when a Cuban driver smashed into the crowd at Havana . . . Richie

Ginther, Ferrari, won the SCCA Arizona Region feature at Phoenix . . . Sebring announced Ricardo Rodriguez, 16, Mexico ace cannot compete in the 12-hour enduro there . . . Cal Club and LA SCCA announced a joint schedule of 10 races for 1958 . . .

March 21-28 . . . MOTORACING runs the 1st exclusive story and photos on Lance Reventlow's Chevy-Scarabs . . .

April 4-11 . . . Phil Hill, Santa Monica, Calif. and Peter Collins, of England in a Ferrari, won the 12-hr. enduro at Sebring . . . John Wyer announces Carroll Shelby will drive for Aston Martin in sports car races this year . . . Eldon Beagle, Porsche RS, won the SF SCCA feature at Stockton . . . Richie Siefried, Merc-Kurtis, won the Triple-R pro feature at Willow Springs . . . Eric Hauser, Balchowsky Buick Spl., had best time in Cal Club hillclimb at Willow Springs.

April 18-25 . . . Dan Gurney, 4.9 Ferrari, defeated Carroll Shelby in the La SCCA headliner at Palm Springs . . . At the big Avandaro race in Valle de Bravo, Mexico, Ricardo Rodriguez, 16, beat Ken Miles by

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MR. AND MRS. NICK PASTOR, Nick Pastor Motors, and John T. Panks, general manager, Rootes Group, New York, (l. to r.) discuss Rootes' new line of Hillman Mix for 1959 at a recent dealers meeting at the Beverly Hills Hotel in Los Angeles.

21 seconds. Both drove Porsches . . . May 2-9 . . . Walt Hansgen, Lister-Jag, won the SCCA National at Marlboro, Md . . . Gaston Andrey, Ferrari won the SCCA feature at Lime Rock, Conn . . . Although USAC kept mum, MOTORACING learned that a pro Road Racing Division of that body would soon come into being . . . MOTORACING also announced exclusively that USCA pro sports car races would be staged at Riverside Oct. 11-12.

(Cont. on Page 6, Cols. 1-2)

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W.R.C. SHEDENHELM, Beatnik correspondent for MotoRacing and Ginger Gibson, "Miss Austin 1959," shown at recent inspection of the Austin A-40, newest British Motors import. Preview was for press and dealers. Styled by famed Italian designer Pinin Farina, the A-40 combined many station wagon conveniences with small sedan compactness and economy.

Top 1958 Stories Listed

(Continued from Page 5)

May 16-23 . . . USCA confirms report on formation of a pro Road Racing Division . . . John von Neumann, Ferrari, was the winner in Hawaii . . . Jack McAfee, Porsche, scored in the SF SCCA main event at Tracy, Calif. . . . Peter Collins, Ferrari, won the Daily Express Trophy race at Silverstone, England . . . Luigi Musso and Olivier Gendebine, Ferrari, won the Targa Florio in Sicily . . . Walt Hansgen, Lister-Jag, won at Danville, Va. . . . Ricardo Rodriguez, Porsche RS, won at Puebla, Mexico.

May 30-June 6 . . . Archie Scott-Brown, of England, was killed when he crashed in the Grand Prix of Spa in Belgium, won by Masten Gregory, Lister-Jag . . . Juan Manuel Fangio withdrew from the Indianapolis 500-mile race . . . Maurice Trintignant won the Grand Prix of Monaco in a Cooper . . . Walt Hansgen, Lister-Jag, won the SCCA National at Cumberland, Md.

June 13-20 . . . Lance Reventlow piloted the new Chevy-Scarab to victory at Santa Barbara (CSCC) . . . Jimmy Bryan won the Indy 500 as Pat O'Connor was killed . . . Stirling Moss won the Grand Prix of Holland in a Vanwall . . . Ron Flockhart was badly burned at Rouen . . . Stirling Moss and Jack Brabham, Aston Martin, won the 1000km enduro at Nurburgring . . . Walt Hansgen, Lister-Jag, won at Bridgehampton, NY, as Hodge Brush was killed and a hassle rose over Sunday racing.

June 27-July 4 . . . Phil Hill and Olivier Gendebien, Ferrari, won the 24-Hour Le Mans classic . . . Richie Ginther, Ferrari, and Jack McAfee, Porsche, were winners at Laguna Seca . . . Walt Hansgen, Lister-Jag, won at Elkhart Lake, Wis. . . .

July 11-18 Bob Oker, Aston Martin, and Jack McAfee, were the CSCC victors at Riverside . . . Luigi Musso, Ferrari, was killed in the French GP at Reims . . . The race was won by Mike Hawthorn, Ferrari . . . SCCA National announced a number of bans against drivers who failed to declare their intentions to run as amateurs at Sebring . . . 1957 Nuffield Trophy was awarded to the Long Beach MG Club . . . John von Neumann, Ferrari,

and Jack McAfee, Porsche, won the SF SCCA features at Vaca Valley, Calif. . . . Elgin Holmes, Williams Spl., was the Triple-R pro winner at Santa Ana . . . Jim Rathmann won the 3-heat Monza 500 in Italy in the Zink Leader Card Spl., averaging 166mph . . .

July 25 - Aug. 1 . . . Jim Pflueger, Fury Spl., and Loretta Richert, Porsche 550, won feature races at Honolulu . . . Peter Collins, Ferrari, won the British Grand Prix at Silverstone . . . John Biehl, Cooper, won the 2 top SCCA races at Pomona. Lap record was set by Lance Reventlow, Chevy-Scarab . . . Cal Club cancelled races at Gardena track because of lack of entries . . .

Aug. 18-15 . . . Lance Reventlow, Chevy-Scarab, and Eldon Beagle, Porsche, were winners of the SF SCCA races at Minden, Nev. . . . National SCCA said it was investigating lack of driver insurance at a Lime Rock, Conn., race in which a driver was killed . . . Tom Carstens, Lister Corvette, won the Seafair feature at Shelton, Wash. . . . Peter Collins, Ferrari, was killed in the German Grand Prix at Adenau. Tony Brooks, Vanwall, was the winner . . . Phil Cooper, Corvette Spl., won a night race at Willow Springs sanctioned by Triple-R pros . . . Volvos took the 1st 3 places in the 10-hr. Little Le Mans race at Lime Rock, Conn.

Aug. 22-29 . . . Chuck Daigh, won the SCCA race at Montgomery, NY. New breakdown in production car classes was announced by the Cal Club . . . National SCCA lifted its ban on the Nassau races . . . A big \$10,000 American Intl. rally for Nov. 4-7 was announced . . .

Sept. 19-26 . . . Lance Reventlow and Gaston Andrey, 4.1 Ferrari, won the Road America 500-miler at Elkhart Lake, Wisc. . . . Chuck Daigh and Reventlow drove the Scarabs to 1-2 at Carpentersville, Ill., near Chicago

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In the News

(Continued from Page 1)

SCCA LICENSE RENEWAL
All 1958 competition licenses now held by members of the Sports Car Club of America expire at midnight, Feb. 28, 1959, and become void thereafter. Members desiring to compete in 1959 SCCA National races or hill climbs are required to apply for renewal of their licenses now. For details, contact SCCA, Inc., P. O. Box 791, Westport, Conn.

CHANGE FOR FERRARI?
MODENA, Italy, Jan. 7. — Enzo Ferrari, whose cars have won various world championships but have competed rarely at Indianapolis, said Italians hope the displacement would be lowered for cars in the 500-mile classic. They seek an agreement limiting the cars to 3000cc cylinder displacement.


. . . A Car Club-USCA alliance for staging of 1959 pro races was announced . . . National SCCA lifted the ban against John von Neumann . . . George Constantine, Aston Martin, won the US-AC pro sports car race at Lime Rock, Conn. . . .

Oct. 3-10 . . . SF Region of SCCA notified National it was going pro-amateur because of the latter's strong anti-pro attitude . . . SCRAMP took the National SCCA races Nov. 8-9 from them to the Cal Club . . . Joakim Bonnier, FI Maserati, won the Intl. Formula Libre Grand Prix at Watkins Glen, NY . . . Ed Crawford, Lister-Jag, won a Watkins Glen SCCA feature . . . SCCA absolved Walt Hansgen of charges he violated his amateur status while racing in England . . . Dick Morgensen, Ferrari, and Jack McAfee, Porsche, were SCCA winners at San Diego . . . Elgin Holmes, Ford Tractor Spl., won the Triple-R pro feature at Gardena . . . Dick Morgensen, Ferrari, was the SCCA winner at Del Mar . . . Phil Hill returned from his successful European tour . . . The Cal Club banned one of its Contest Board members, E. Forbes-Robinson, when the owner of the MGA he drove at Santa Barbara refused a teardown of the car.

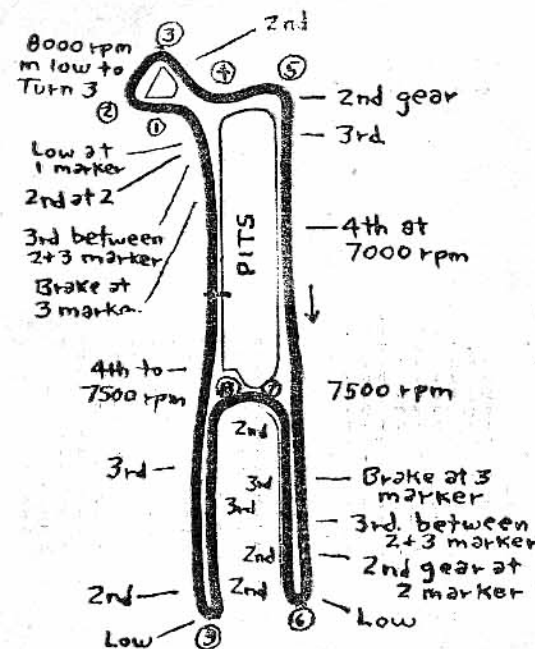
Oct. 17-24 . . . MOTORACING went into its 4th year of publishing . . . Chuck Daigh, Chevy-Scarab, won the USAC-CSCC pro US Grand Prix at Riverside before a crowd estimated at 70,000 but believed closer to 100,000 . . . John von Neumann, 4.1 Ferrari, won the SCCA National at Vaca Valley . . . The big American Intl. rally for \$12,500 was cancelled — lack of entries . . . George Constantine, Aston Martin, won the 2nd USAC pro sports car races at Marlboro, Md. . . . LA SCCA voted to request National to sanction pro-amateur races similar to Sebring setup . . .

Oct. 31 — Nov. 7 . . . Juan Manuel Fangio announced his definite retirement from all racing . . . Max Balchowsky, Buick Spl., won the CSCC headliner at Minden, Nev. . . . Walt

(Continued on Page 7)

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JACK McAFEE shows how he won the last Palm Springs main event in Stan Sugarman's Porsche RS Spyder. It is interesting to note that McAfee's highest revs were between turns 2 and 3, and not down the long back straight.

SCCA Installs 1959 Officers, Makes Awards

SCCA's Los Angeles region goes social Saturday, Jan. 10, when members and guest gather for the annual Awards and Installation Dinner-Dance.

The yearly banquet will be held at North Hollywood's Colonial House, 4810 Whittett Ave., corner Riverside Drive.

Highlights of the evening will be the presentation of regional workers' and competitors' trophies, and the first annual awarding of Pacific Coast Championship awards.

Lindley Bothwell, 1958 Regional executive, will install officers for 1959 during a brief inauguration

ceremony. Gordon Crowder heads the 1959 slate.

Dancing till 1 a.m. to Don Ricardo's orchestra follows the formalities which being at 7 pm.

SCCA NATL. MEET

Sports Car Club of America, holds its annual meeting of members of the club at 1 p.m. Saturday, Jan. 24, in the Grand Ballroom of the Hotel Jefferson, St. Louis, Mo., for presenting the reports of officers, committees and boards, and such other business as may lawfully come before the meeting.

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PERSONALS

★ About People in Racing and Rallying

By GERI FLEMING

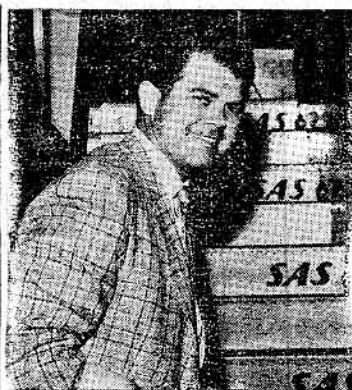
Jim Matthews hosted the Madison Ave. Sports Car Driving and Chowder Society New Year's Eve . . . Ann and Lindley Bothwell became grandparents for the 3rd time recently . . . John von Neumann is the proud owner of a MINIK vest . . . Walker and Evelyn Edminston entertained the kiddies at the Orthopaedic Hospital during the Holidays . . . Ned Yarter now assisting Starter Al Torres . . . Jack Bates residing in Anchorage, Alaska . . . Douglas ("Smitty") Smith journeying to the Far East for the Marine Corps . . . Many happy, though late, returns to Jack McAfee, and pre-birthday greetings to Art Evans, Jr. . . . Kay Harding elected editor of Women's Sports Car Club newsletter for 1959 . . . Art Mugg enjoying San Francisco's fog . . . A ticket for going too SLOW was issued to Steve McQueen as he drove along the Hollywood Freeway in his Ferrari Special . . . Verdict? NOT Guilty—Engine trouble . . . Don Schoenert associated with an English car distributor . . . How "bout W.R.C. Shedenhelm's "accident" at the Go-Kart Manufacturers' Press Time Trials???? . . . Kitty and Al Fleming in the throes of moving . . . New editor of SCCA's Regional Ramblings is being kept a dark secret . . . Bob Rolofson is the "man behind the camera" in Trend's newest publication "Sports Car Specials" . . . Peter Satori's newest associate is Duane Alan . . . Al Torres starting sports cars on TV for Triple-R in preparation for the Ascot program . . . Bruce Kessler up-and-about, but still suffering the effects of a recent auto accident . . . "Skip" Conklin went south of the border to celebrate New Year's . . . Jane and Howard Frank became proud parents of a bouncing baby boy recently, named Gregory

Martin . . . Andy Porterfield has left the Pit Stop and is making his home with Harry Mann Chevrolet . . . Frank and Pat Aiten celebrated their third year of broadcasting "Motor Classics" (KBLA)

While Marion Weber was vacationing in Honolulu recently, she was guest speaker at Hawaii's S.C.C.A. meeting . . . Ann and Lindley Bothwell celebrated another year of wedded bliss December 3 . . .

Kay Harding back home again from her extended European excursion . . . Many thanks to Betty Shutes for her up-to-the-minute reports on Gordon Crowder's condition . . . Betty, as many of you know, stayed with Mrs. Crowder during the first trying week . . . Lance Reventlow's Mexican mission shortened considerably when his motorcycle gave out . . . Bill Falkenberg has moved his business to Melrose and Gardener . . . Don Ricardo, and son, Tony, working the Impound Area during the Cal Club's Enduro race at Pomona . . . Gus Vignolle covering the Nassau race happenings for MOTORACING, missed the plane by 2½ MINUTES, and had to take an evening flight . . . Bill Dredge home again following a brief hospital visit . . . Lance Reventlow presented Curt Warshawsky, Dave Bracken and "yours truly" with Scarab pins imported from England . . . Earl Calicut, sports car race announcer from the Bay Area, is now residing in Studio City . . . Jerry Aarons and Dick Anderson are searching for a sponsor for the 1959 American International Rally . . . Rally-master for the International run will be Don Royer . . . Mr. and Mrs. Red LeGrand, the proud parents of a baby boy, Red drives a Renault Special with the 500cc boys.

Marie Dixon reports that: Three drivers drove the 6-hr. race at Pomona solo — Henry Montonen, Porsche Spd., Don Miller, Crosley and Bill Molle, Panhard. Bill Love lost his pants during the Enduro. When the Maserati team dropped out of the race they packed up and went home, taking Bill's pants, billfold and all with them. Carlyle Blackwell and Ken Miles ran the 6-hr. on one set of tires. "Mich" Michelmores and co-driver Jimmy Moore sacrificed 2nd overall 20 minutes before the end of the race when they had to make an extra pit stop for gas. Pomona was Chuck Schroeder's swan song — he's sold his Lotus. Sunnie Baker thought something was wrong with her Porsche during the woman's race. Pushing as hard as she could, she still couldn't catch that red "MG special." Said she, "I almost fell through the floor when I found out it was a Maserati." Sunnie arrived Sunday morning with the front of her Porsche all pushed in. On the way to the track someone ran a red light and WHACK.



JACK McAFEE, 1958 Pacific Coast under - 1500cc modified car race champion (Porsche RS), is recovering after undergoing surgery last Monday at Queen of Angeles Hospital.

at Pomona solo — Henry Montonen, Porsche Spd., Don Miller, Crosley and Bill Molle, Panhard.

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1958 RESUME

(Continued from Page 6)

Hansgen, Lister-Jag, won SCCA race at Danville, Va. . . Stirling Moss, Vanwall, won the Morocco GP at Casablanca, but the world's driving title went to Mike Hawthorn. Ferrari, who finished 2nd and edged out his British countryman by 1 point. Briton Stuart Lewis-Evans died after Vanwall crashed . . . Fred Windridge, Lister-Corvette, won an SCCA race at Lime Rock, Conn. . . FIA officially approved US Grand Prix to be held at Sebring March 22 . . .

Nov. 14-21 . . . Lance Reventlow, Chevy-Scarab, won the CSCC feature staged at Laguna Seca. Gordon Crowder was seriously injured and other drivers and spectators were hurt in races that turned into a debacle . . . Carroll Shelby, 5.7 Maserati, and Jack McAfee, Porsche RS, were LA SCCA winners at Palm Springs. Race was boycotted by number of drivers for SCCA anti-pro attitude . . . Death took Dr. Karl Brigandi, former local SCCA officer and driver. . .

Nov. 28-Dec. 5 . . . Joe and Celia Bechtel of Manhattan Beach, Porsche, won the National SCCA rally championship . . . Carlyle Blackwell and Ken Miles, D-Jag, won the CSCC 6-hour enduro at Pomona, while Miles, Porsche, won the Sunday main . . . Riverside Raceway and Jean Behra were fined and banned for "illegal competition" at the Oct. 12 races . . . Opposition mounted over the plan to reduce Formula 1 Grand Prix racing in 1961 to 1500cc . . .

Ferrari signed Dan Gurney to drive in 1959 . . . A furor ensued following the CSCC debacle at Laguna Seca, with many protests made by No. Calif. press and readers from all over the state . . . Volkswagens again dominated the 10,000-mile Mobilgas Australian Trail . . . SCCA National, at its annual meet, announced it was going pro-amateur. A new setup went into effect, with Area Governors on the board. Charles Hughes, Denver, was elected National chairman, succeeding Ed Walsh . . .

Dec. 12-19 . . . Lance Reventlow and Chuck Daigh knocked all the European cars for a loop as the former's 5½-liter Corvette-powered Scarab averaged 87.549 mph to win the 5th annual Nassau Trophy Race (252 mi.) in the Bahamas. Pedro Rodriguez, 18, Mexico City, drove alone to 2nd in a 3-liter Ferrari and received an ovation. He was 1m50s behind the Scarab . . . Jack McAfee, Porsche RSK-engined RS, won the Ariz. Region SCCA feature at Phoenix . . . World Champion Mike Hawthorn announced in England he was quitting racing . . . Gordon Crowder was elected prexy of LA SCCA . . . Henry Manney reported on the goodies at the Turin Auto Show in Italy . . . 1958 Pacific Coast Champions were Richie Ginther (Ferrari), Jack McAfee (Porsche RS), Andy Porterfield (Corvette), Don Dickey (Porsche), Josie McLoughlin (Ferrari) . . . Dan Gurney (Ferrari) was 1958 USAC road racing champion.

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